

**CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

**HEBER CITY**

Federal ID No. 87-6000232

**TOWN OF DANIEL**

Federal ID No. 20-4832675

**CHARLESTON TOWN**

Federal ID No. 87-0357635

**WASATCH COUNTY**

Federal ID No. 87-6000299

**COOPERATIVE AGREEMENT**

**THIS COOPERATIVE AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**"; **WASATCH COUNTY**, a municipal corporation in the State of Utah; **TOWN OF DANIEL**, a municipal corporation in the State of Utah, **CHARLESTON TOWN**, a municipal corporation in the State of Utah; and **HEBER CITY**, a municipal corporation in the State of Utah. When referring to all of the municipal corporations together, they are hereinafter referred to as the "**LOCAL JURISDICTIONS**".

**WITNESSETH:**

**WHEREAS**, the parties hereto desire to preserve a corridor and establish a traffic signal plan and access control plan along the US-189 corridor from SR-113 in **CHARLESTON TOWN** to US-40 in **HEBER CITY**. The purposes are to facilitate traffic flow, to be in accordance with the **LOCAL JURISDICTIONS** current transportation master plans or general plans, and to be in accordance with **UDOT's** current Access Management Standards and practices.

**WHEREAS**, the parties hereto shall consider the concepts contained herein during the development of any master plans in this area and work towards the common goal of this Agreement.

**WHEREAS**, in the event there are changes in the concepts or provisions covered by this Agreement, a modification to this Agreement approved in writing by all parties hereto is required to place them into effect.

**NOW THEREFORE**, it is agreed by and between the parties hereto as follows:

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### **PART A: CORRIDOR PRESERVATION**

1. The current **UDOT** Highway Access Management Standards Category is "2" from SR-113 to MP 28.31 +/- and "6" from MP 28.31 +/- to US-40. Category 2 means minimum traffic signal spacing of 5,280 feet, minimum street spacing of 1,000 feet, and minimum access spacing of 1,000 feet. Category 6 means minimum traffic signal spacing of 1,320 feet, minimum street spacing of 350 feet, and minimum access spacing of 200 feet.

2. As development occurs and any of the **LOCAL JURISDICTIONS** believe a change from a Category 2 to a Category 6 is necessary, a request shall be submitted to **UDOT** through the **LOCAL JURISDICTIONS** and Rural Planning Organization where appropriate. The request shall include an explanation of the need for the requested change, an explanation of how the requested change is consistent with and conforms to the purpose and standards of Administrative Rule R930-6, and an explanation of how the requested change does not compromise the public health, safety, and welfare. A request for reassignment in access category shall not be made solely to accommodate eventful or planned growth of an entity, specific access request, or to allow the permitting of access connections that would otherwise not be permitted. It is understood that US-189 as referenced herein is an L/A (limited access) facility and that change of access locations are not guaranteed and are required to follow the **UDOT** policy and process for access change which include approval from the **Central UDOT** right of way director and payment for the appraised value of the change in access.

### **PART B: TRAFFIC SIGNAL PLAN and ACCESS CONTROL PLAN**

1. All parties will maintain traffic signal, street, and access spacing according to the current Access Management Standards.

2. **UDOT**, as part of this corridor and access control agreement, requires the following conditions/requirements be met and maintained:

A. Offsetting of streets will not be allowed. The streets must access US-189 at 90 degree angles and line up across the intersection. The access of 3000 South at US-189 would be an exception to the standard of 90 degrees and will have an allowable skew no greater than 15 degrees.



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- B. Every effort possible should be made for existing non street accesses onto US-189 to be combined with and access made to internal roadway systems in the development and not directly onto US-189 in accordance with **LOCAL JURISDICTIONS** master street plans. This is to help facilitate the traffic flow onto US-189 by limiting access onto US-189 from roadway systems and not individual accesses. It is recommended that these internal roadway systems or streets be set back from the US-189 intersections at least 300 feet to allow for intersection function, storage and double sided loading of the street. As noted in part A.2 of this agreement this section of US-189 is a limited access (L/A) right of way and must follow established UDOT procedure for any change in the access types or locations.
- C. If existing **UDOT** roadway right of way, including easements, is proposed to be used by new developments for the construction of acceleration/deceleration lanes; additional property will be required to be dedicated to **UDOT** so as to preserve right of way for future **UDOT** projects such as roadway widening, bicycle facilities, drainage features, etc. It is recommend that building, parking or internal site roadways be set back 30 feet from the existing ROW line or perpetual easement line so as to facilitate future widening of US-189 and to protect historic drainage features such as ditches/drainage canals, etc.
- D. It is generally agreed that the portion of US-189 from mile post 28.195 to the US-40 intersection will have curb and gutter type drainage features and that the section of US-189 from SR-113 to MP 28.195 will have a shoulder ditch for drainage into existing drainage canals or ditches.

3. The following locations are identified as existing, warranted, or proposed traffic signal locations along US-189:

- |                     |            |
|---------------------|------------|
| A. SR-113           | (Proposed) |
| B. 3000 South       | (Proposed) |
| C. South Field Road | (Proposed) |
| D. 1300 South       | (Existing) |
| E. US-40            | (Existing) |

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4. Proposed traffic signals listed in #3 above will not be installed until warranted and approved by **UDOT**. It is understood that it may be necessary to restrict certain types of traffic movements (e.g. right in right out only) at any intersection or access in order to maintain traffic flow and improve safety through the corridor as agreed upon by the parties hereto.

5. Charleston Town has proposed two future local street intersections between 3600 South and 3000 South at a minimum of 1000' spacing, and one future local street intersections between 3000 South and 2400 South at a minimum of 1000' spacing.

6. Segments of the highway which are currently designated as No Access, Limited Access, or Regular Right-of-Way are unchanged by this Agreement.

7. Maps are attached showing the US-189 corridor referencing the category type and existing and proposed signal locations; and possible alignment scenarios at the 3000 South/US-189 intersection.

**IN WITNESS WHEREOF**, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

**ATTEST:**

**HEBER CITY**

Municipal Corporation in the State of Utah

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

(IMPRESS SEAL)

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**ATTEST:**

**TOWN OF DANIEL**

Municipal Corporation of the State of Utah

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

**ATTEST:**

**CHARLESTON TOWN**

Municipal Corporation of the State of Utah

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

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**ATTEST:**

**WASATCH COUNTY**

Municipal Corporation of the State of Utah

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

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**RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_

Utilities/Railroads Coordinator

By: \_\_\_\_\_

Region Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

**COMPTROLLER OFFICE**

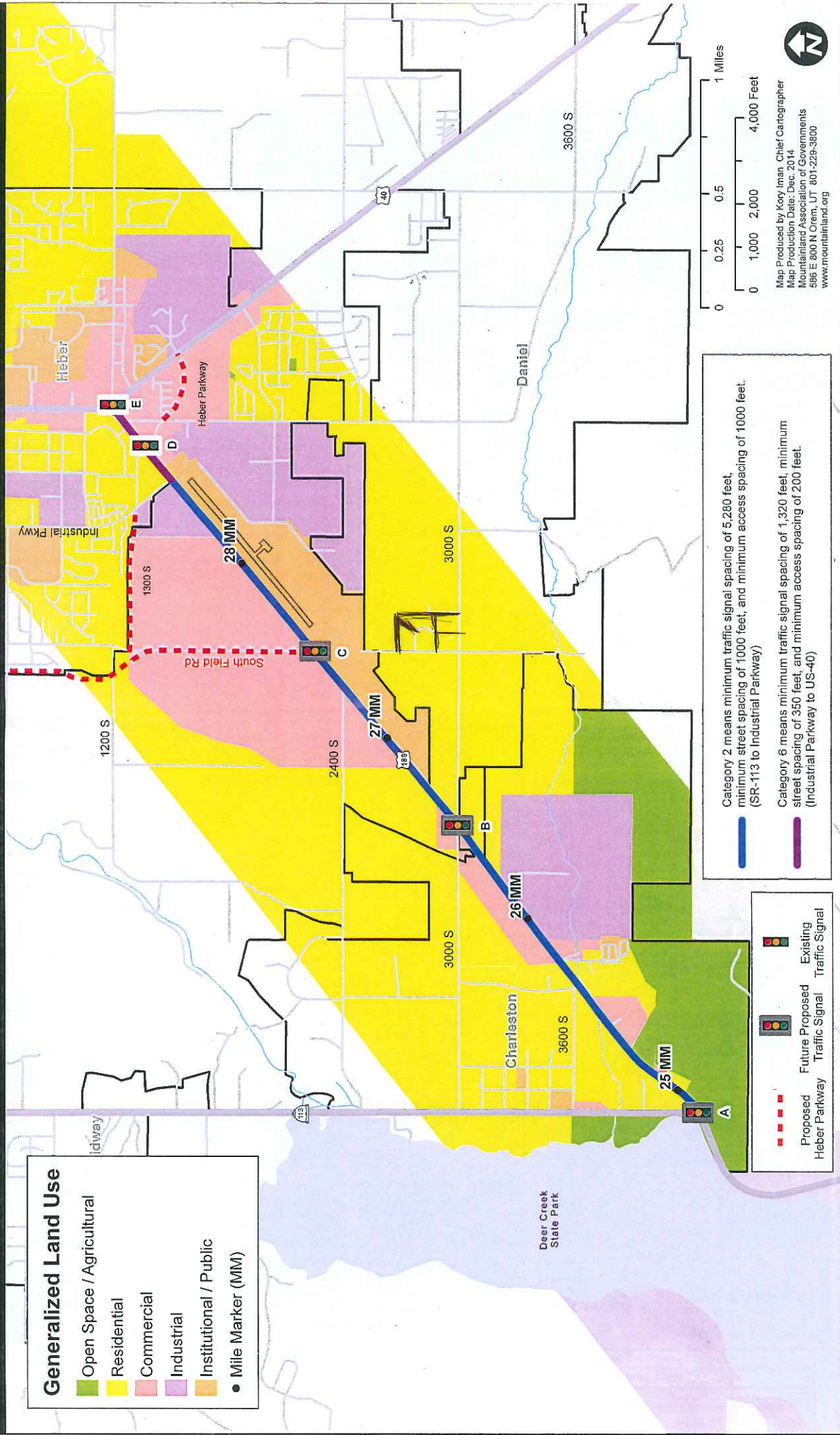
By: \_\_\_\_\_

Contract Administrator

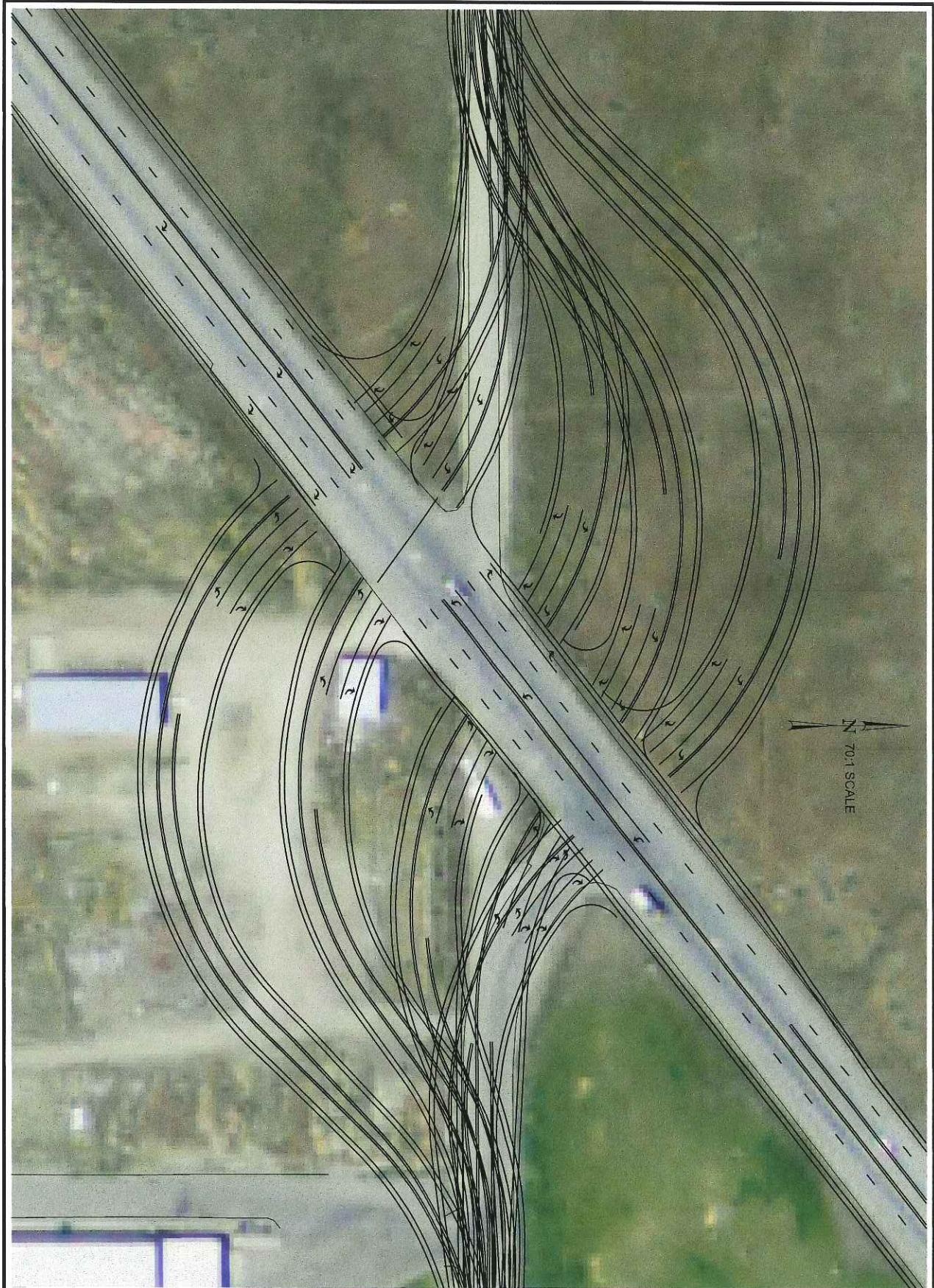
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# U.S.-189 Highway Access Management







SHEET NO.	PROJECT NAME LINE 1		UTAH DEPARTMENT OF TRANSPORTATION REGION DESIGN		REVISIONS			
	PROJECT NAME LINE 2							
	PROJECT NUMBER	PN	APPROVED	DRAWN BY				
			9/23/2014 DATE	QC CHECKED BY				
		PROFESSIONAL ENGINEER			NO.	DATE	APPROVED BY	REMARKS



